The claims defining this invention are as follows:

1. An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and such that the fins can be rotated in the said pivoting manner in the same direction relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner in the same direction as each other relative to the tube and such that rotation of one fin in a pivoting manner relative to the tube causes rotation of another fin relative to the tube in the same direction as a direction of rotation of the said one fin relative to the tube, and which said fins are such that rotation of the fins in the said same direction relative to the tube during flight of the aircraft can enable one of the fins to exert a magnitude of force on the tube that is greater than a magnitude of force that another of the fins can exert on the tube.

2. An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and such that the fins can be rotated in the said pivoting manner in the same direction relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the said fins can be rotated in the said pivoting manner in the same direction as each other relative to the tube and such that mechanical action by the fin rotating mechanism to pivotally rotate one fin relative to the tube can cause rotation of another fin relative to the tube in the same direction as a direction of rotation of the said one fin relative to the tube, and which fins are such that rotation of the fins in the said same direction relative to the tube during flight of the aircraft can enable one of the fins to exert a magnitude of force on the tube that is greater than a magnitude of force that another of the fins can exert on the tube.

3. An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and such that the fins can be rotated in the said pivoting manner in the same direction relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner in the same direction as each other relative to the tube, and with the fins being such that one of the said fins connected to the tube is larger than another of the said fins.

4. An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner such that rotation of one fin in a pivoting manner relative to the tube causes rotation of another fin in a pivoting manner relative to the tube such that a direction of rotation of the said one fin in a pivoting manner relative to the tube is symmetric to a direction of rotation of the said another fin relative to the tube, and which said fins are such that rotation of the fins relative to the tube during flight of the aircraft can enable one of the fins to exert a magnitude of force on the tube that is greater than a magnitude of force that another of the fins can exert on the tube.

5. An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner such that mechanical action by the fin rotating mechanism to pivotally rotate one fin relative to the tube can cause rotation of another fin in a pivoting manner relative to the tube
such that a direction of rotation of the one fin in a pivoting manner relative to the tube is symmetric to a direction of rotation of the another fin relative to the tube, and which said fins are such that rotation of the fins relative to the tube during flight of the aircraft can enable one of the fins to exert a magnitude of force on the tube that is greater than a magnitude of force that another of the fins can exert on the tube.

6. An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner such that a direction of rotation of one fin relative to the tube is symmetric to a direction of rotation of another fin relative to the tube, and with the fins being such that one fin is larger than another fin.

7. An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner such that one fin can be rotated relative to the tube such that during flight of the aircraft, if no other fin was rotated, the tube could be forced to rotate in one direction relative to the encircled part of the aircraft as a result of dynamic action by air on the one fin, and which fin rotating mechanism is such that rotation of the one fin relative to the tube causes rotation of another fin relative to the tube such that during flight of the aircraft the another fin could force the tube to rotate relative to the encircled part of the aircraft in a direction that is opposite to the said one direction as a result of dynamic action by air on the another fin if no other fin exerted a force on the tube, and which fins are such that the magnitude of force that can be exerted on the tube by rotation of one of the fins can exceed the magnitude of force that can be exerted on the tube by rotation of another of the fins during flight of the aircraft.

8. An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner such that one fin can be rotated relative to the tube such that during flight of the aircraft, if no other fin was rotated, the tube could be forced to rotate in one direction relative to the encircled part of the aircraft as a result of dynamic action by air on the one fin, and which fin rotating mechanism is such that mechanical action by the fin rotating mechanism to rotate the one fin relative to the tube can cause rotation of another fin relative to the tube such that during flight of the aircraft the another fin could force the tube to rotate relative to the encircled part of the aircraft in a direction that is opposite to the said one direction as a result of dynamic action by air on the another fin if no other fin exerted a force on the tube, and which fins are such that the magnitude of force that can be exerted on the tube by rotation of one of the fins can exceed the magnitude of force that can be exerted on the tube by rotation of another of the fins during flight of the aircraft.

9. An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner such that one fin can be rotated relative to the tube such that during flight of the aircraft, if no other fin was rotated, the tube could be forced to rotate in one direction relative to the encircled part of the aircraft as a result of dynamic action by air on the one fin, and which fin rotating mechansim is such that rotation of one fin in a pivoting manner relative to the tube can cause rotation of another fin relative to the tube and such that during flight of the aircraft the another fin could force the tube to rotate relative to the encircled part of the aircraft in a direction that is opposite to the said one direction as a result of dynamic action by air on the another fin if no other fin exerted a force on the tube, and which fins are such that one of the fins is larger than another of the fins.

10. The aircraft of claim 1 wherein the rotation of the fins in the said same direction is such that the rotation of the fins is substantially in the same direction relative to the tube.

11. The aircraft of claim 1 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.

12. The aircraft of claim 10 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.

13. The aircraft of claim 1 wherein the said fins are such that one of the said fins is larger than another of the said fins.

14. The aircraft of claim 10 wherein the said fins are such that one of the said fins is larger than another of the said fins.

15. The aircraft of claim 2 wherein the rotation of the fins in the said same direction is such that the rotation of the fins is substantially in the same direction relative to the tube.

16. The aircraft of claim 2 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.

17. The aircraft of claim 15 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.

18. The aircraft of claim 2 wherein the said fins are such that one of the said fins is larger than another of the said fins.

19. The aircraft of claim 15 wherein the said fins are such that one of the said fins is larger than another of the said fins.

20. The aircraft of claim 3 wherein the rotation of the fins in the said same direction is such that the rotation of the fins is substantially in the same direction relative to the tube.

21. The aircraft of claim 4 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.

22. The aircraft of claim 4 wherein the said fins are such that one of the said fins is larger than another of the said fins.

23. The aircraft of claim 5 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.

24. The aircraft of claim 5 wherein the said fins are such that one of the said fins is larger than another of the said fins.

25. The aircraft of claim 7 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.

26. The aircraft of claim 7 wherein the said fins are such that one of the said fins is larger than another of the said fins.

27. The aircraft of claim 8 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.

28. The aircraft of claim 8 wherein the said fins are such that one of the said fins is larger than another of the said fins.

29. The aircraft of any one of claims 1 to 28 wherein the said aircraft is a missile.

30. The aircraft of any one of claims 1 to 28 wherein the said aircraft is an airplane.